

**Amendments to the Specification:**

Please replace the paragraph beginning at page 10 line 16 ("The rail section 10 shown in Fig. 6") and ending at page 11 line 10 ("the angle K is about 93°.") with the following amended paragraph:

The rail section 10 shown in Fig. 6 is a cross section of the rail section 10 and includes an inner surface 12 that accommodates a carriage assembly 20 as shown in Figure 8. The carriage assembly 20 includes a first upper roller 22, a second upper roller 24, a first lower roller 26, a second lower roller 28, and a front face 30. The first upper roller 22, the second upper roller 24, the first lower roller 26, and the second lower roller 28 each have an axle (not shown) on which the particular roller rotates. The axle (not shown) is attached to a vertical support member 29. The first upper roller 22 and the first lower roller 26 are mated with the inner surface 12 of one of the rails of a rail section and the second upper roller 24 and the second lower roller 28 are mated with the inner surface 12 of the opposite rail of the rail section to allow the carriage assembly 20 to move along the rail section. The first upper roller 22 and the second upper roller 24 are angled or canted relative to the front face 30. Referencing Fig. 9, the angle of the second upper roller 24 is determined by the angle J between the axle 25 and the front face 30. Although not shown in Fig. 9, the angle of the first upper roller 22 is similarly determined. Preferably the angle J is in the range of about 92.5° to about 93.5°. More preferably, the angle J  $\underline{[[K]]}$  is about 93°.